

5 Settlement Patterns

The physical environment of our community is largely defined by the ways in which we choose to settle and relate to our neighborhoods, commercial centers and cultural destinations. Settlement patterns are addressed in a Comprehensive Plan by land use and manifested in the physical development of neighborhoods, districts, parks and buildings. Settlement patterns can only exist with the support of community systems and related environmental and economic contexts that sustain them. Understanding how existing settlement patterns in Red Wing relate to the community's vision influences the way these patterns will evolve in the future.

Future Land Use Districts

Land use categories establish a basis for future growth and development of the community. Each category can be looked at as a separate district intended to accommodate a degree of growth, redevelopment and re-investment. These categories provide policy direction and a framework for directing future zoning classifications, open space networks and infrastructure investments.

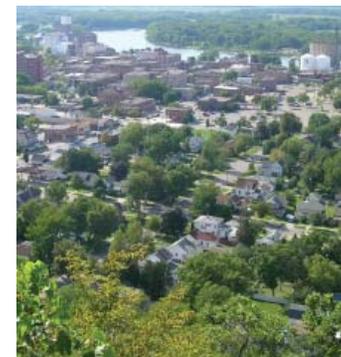
The categories include:

- Downtown
- Activity centers/nodes
- Residential Neighborhoods (*Open Space Design Overlay*)
- Rural Residential/Agriculture

The land use map in Figure 5-1 is only one component of the comprehensive plan that guides future development. The map provides a broad policy basis for what character of development should occur in different areas of the community. In conjunction with the land use map are policy directives and design character. These subjects area discussed in greater detail later in the plan.

Downtown

Downtown Red Wing is and always will be the heart of the city and in fact could be considered the heart of the region. With recent efforts to restore the historic character of many of its buildings, Downtown has re-emerged as a strong classic example of a small-town downtown, providing an attractive and comfortable environment for pedestrian and street activity. Important



Views of the City from the top of the bluff reveal the early settlement patterns of Downtown Red Wing.

LEGEND:	
	RESIDENTIAL
	AGRICULTURAL/RESIDENTIAL
	PRAIRIE ISLAND RESERVATION
	COMMERCIAL
	INDUSTRIAL
	PUBLIC/SEMI-PUBLIC
	OPEN SPACE, PARKLAND, OR UNDEVELOPABLE LAND
	WATER
	NEW STREET
	TRAIL

Red Wing's current comprehensive plan (1993) represents a more traditional approach to land use districts. Each district has a principal single use.

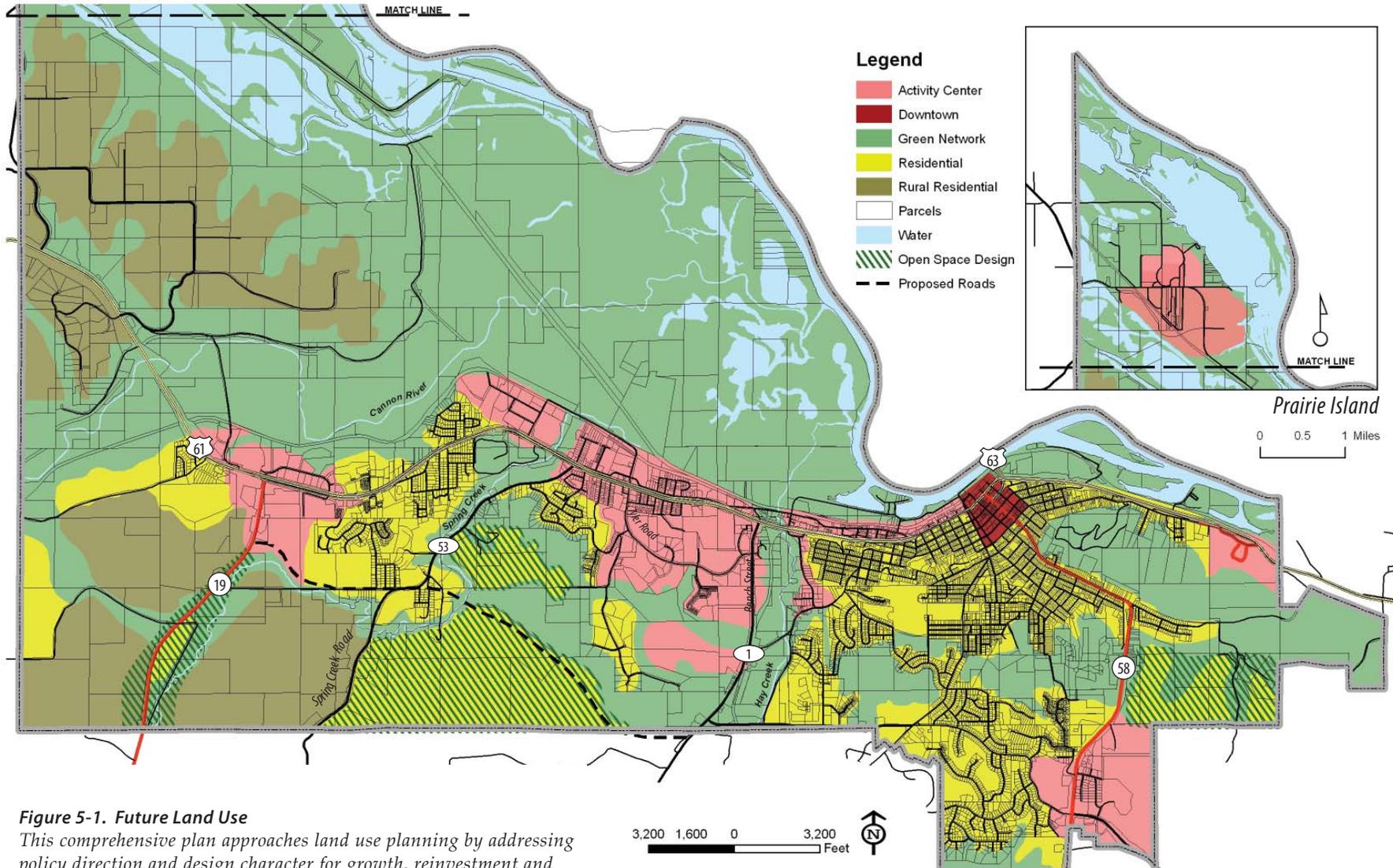


Figure 5-1. Future Land Use
 This comprehensive plan approaches land use planning by addressing policy direction and design character for growth, reinvestment and redevelopment within each land use category.

community attractions, including city hall, the library and the restored Sheldon Theatre are still located in central downtown. Stretching south into the bluffs, the surrounding residential streets host block after block of historic homes dating from the late 19th century.

The continued success of downtown Red Wing will depend on further enhancing it as a pedestrian-oriented district, with attractive streetscapes and historic preservation and restoration. Highway 61 divides downtown from the riverfront and currently exists as a significant barrier to pedestrian crossings. Industrial use on the riverfront further limits access between riverfront park development and downtown. Changes in land use, street connections, parks and urban design will facilitate better connections between downtown, its residents and the riverfront.

The success of downtown Red Wing is what has made this community what it is. Redevelopment efforts in Red Wing should be focused on the continued evolution of downtown.

Activity Centers

Activity Centers are located in the community where large numbers of people are drawn together. Activity Centers are places where a variety of activities occur with an emphasis mostly on commercial retail and service uses, institutions and higher density residential.

They are intended to provide a mix of uses that offer great places to do business, learn, play, shop or simply enjoy a unique cultural experience. These centers typically will occur along key transportation corridors and at key crossroads. In Red Wing, they are largely clustered along Highway 61, with one in Prairie Island and another south on Highway 58. The land use map in Figure 5-1 illustrates the locations of existing and expanding Activity Centers in Red Wing.

Increasing mobility by connecting Activity Centers with adjacent residential neighborhoods and parks is important to establishing the city as a livable community. Activity Centers provide opportunities for residents to gather and interact. They are focused on commercial uses but may also include secondary and higher educational institutions such as high schools, middle schools or colleges. Establishing each Activity Center with its own sense of place will further attract residents to visit. Each Activity Center should therefore possess its own design character, focusing on streetscape, landscape and urban design features that are unique to the district's identity.

Redevelopment within activity centers, should be a priority to the community. Red Wing should look to its existing centers and focus on in-fill or redevelopment to maximize the use of existing infrastructure systems. Old West Main is a primary example of a land use pattern that has aged over time and aspires to be something different. The Midtown area and the more modern "big



These images of public markets demonstrate the community attraction provided by such establishments.

box” pattern of development should also be a focus of attention to the community. As communities have evolved, building practices over the years have become less sustainable (for example, many chain stores built in the 70’s and 80’s are said to have a 20 or 25 year life span) and as shopping centers get to be 25 to 30 years old they become tired. The low intensity of use (as a result of expansive parking) creates the economic opportunity for redevelopment.

The design and character of downtown buildings are more enduring than existing developments within activity centers. However, recent trends are showing that the tides are beginning to turn as builders, investors and developers are beginning to see greater economic benefits through more sustainable building

and site design practices. These trends are evolving to edge development and not just focused on historic downtowns.

While focused on non-residential uses, Activity Centers can include unique housing opportunities such as live/work, studio or loft housing for example. Integration of residential uses into Activity Centers should focus on providing higher density housing near services, jobs and transportation corridors (pedestrian and vehicle). Density should lessen the further from the core of the Activity Center.

The following are key activity centers within Red Wing. Each center has a unique theme that the Comprehensive Plan captures in the accompanying descriptions.

► **Downtown**

–Jobs, Civic, Retail, Housing and Entertainment/Cultural

Downtown is a diverse activity center, hosting a large variety of retail shops and service along with many of Red Wing’s main cultural and entertainment attractions. This is where the highest density of mixed use development should occur in Red Wing. The historic foundation of the city, downtown continues to serve as the heart of civic uses and services. Downtown is its own land use category, but deserves to be identified as an activity center as well.

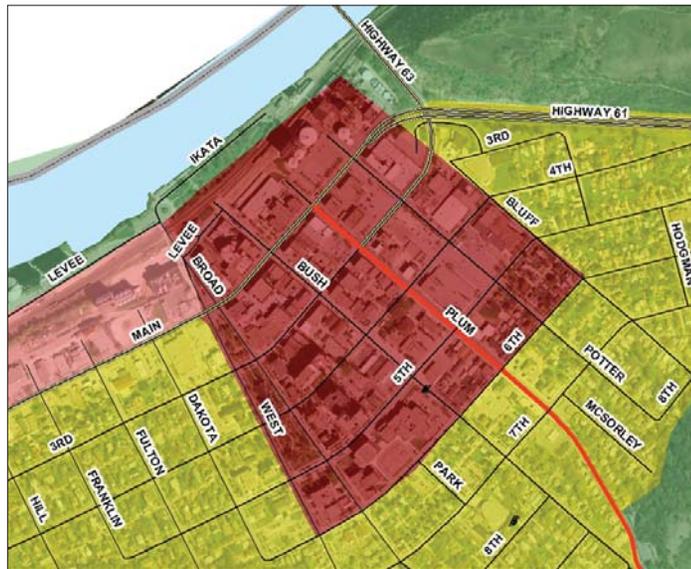


Figure 5-2.
Downtown Red Wing
Downtown should be a mixed use district with the core focusing on commercial and office uses and the edge focusing on a transition to the existing residential districts.

The City has benefited greatly from more than two decades of public private partnerships that have resulted in an active and vibrant downtown business district. The anchor developments such as the St. James Hotel, Riverfront Centre, Sheldon Theatre, etc. need to be continually supported and new uses encouraged to develop vacant spaces. There is also a growing trend to provide housing opportunities in the upper floors of city center commercial buildings and in areas immediately next to the core downtown. An increased residential population within walking distance of downtown can strengthen the market base for downtown businesses. New anchor developments that should develop in the downtown core include an expanded farmer's market, senior center, and Red Wing Shoe museum.

Downtown Red Wing would benefit greatly by improving the connections between downtown and the surrounding neighborhoods; particularly to the east end residential neighborhood and to the Old West Main Street Activity Center. The east end neighborhood is psychologically and physically cut off from the downtown core by the highway system and the land uses that include large expanses of surface parking lots. The redevelopment of these properties with smaller scale housing development and mixed use development would help to knit the neighborhood back together with the downtown area. The opportunities to redevelop the Old West Main Street area along with the connection



County Market Site

At the community design forum, the idea of redeveloping the former Country Market site to include an expanded farmers market with a covered structure was explored.

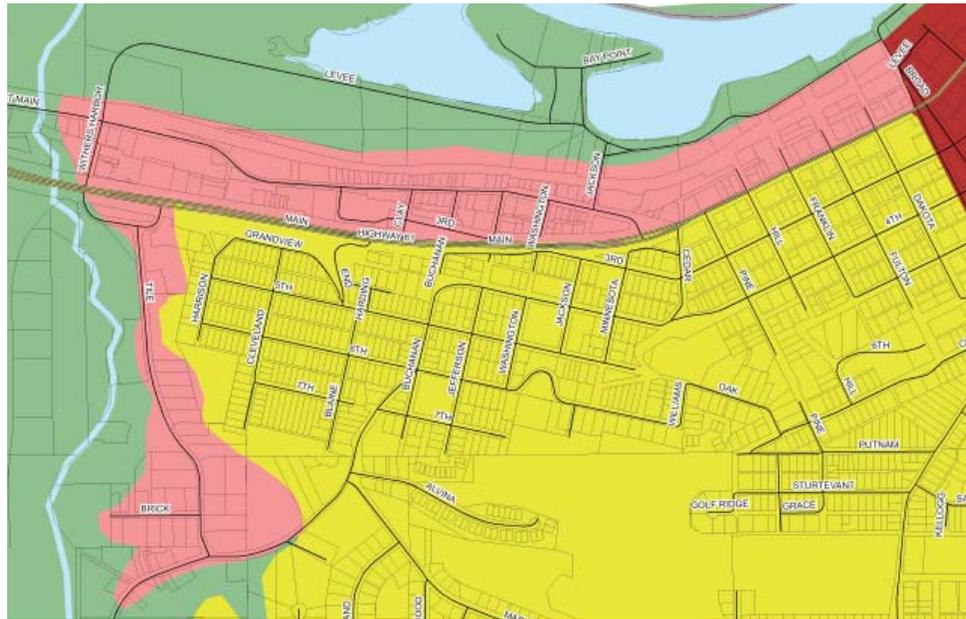


into the downtown are discussed in the Old West Main Activity Center discussion. Finally, a strong business organization representing the downtown interests is an extremely important ingredient in the success of downtown Red Wing.

► Old West Main

—Jobs, Retail, Entertainment, Live/Work

Old West Main comprises a series of activity centers strung together and stretches from Broad Street to the Pottery District. The area has been studied a number of times over the last 20 years. The area contains a significant amount of historical identity, historical structures,



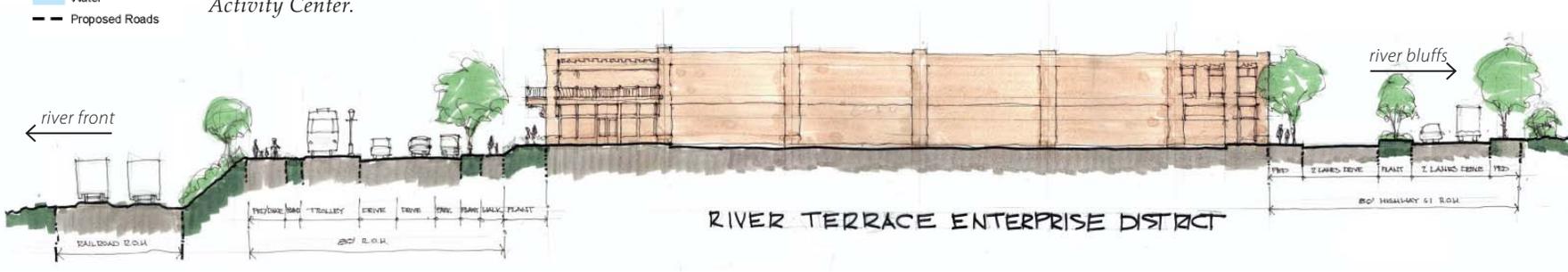
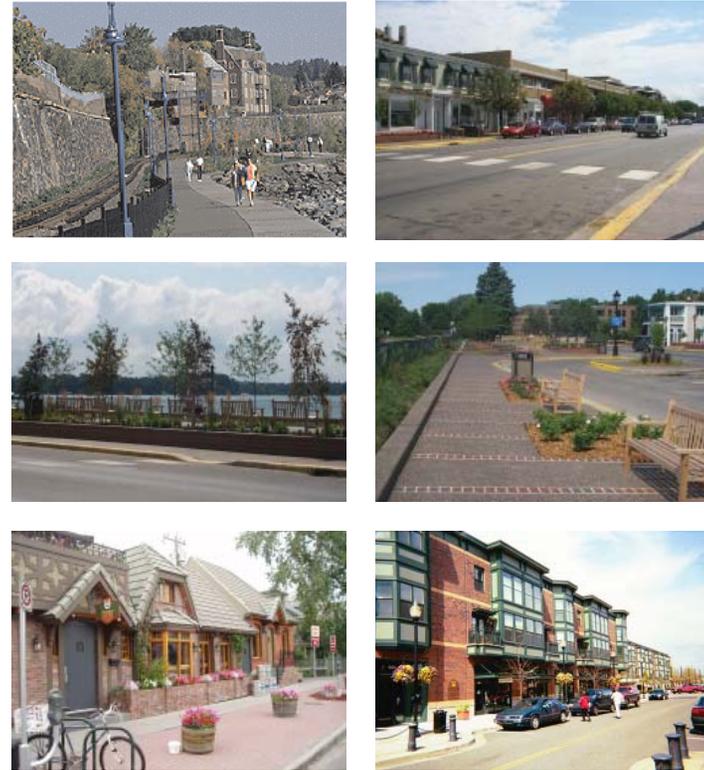
Legend

- Activity Center
- Downtown
- Green Network
- Residential
- Rural Residential/Ag
- Open Space Design
- Water
- Proposed Roads

Figure 5-3.

Old West Main Activity Center

Redevelopment of the Old West Main area can provide better connections to the Riverfront and Downtown. The example imagery suggests the idea of creating a riverfront road adjacent the railroad tracks and opening up sightlines to the River Valley from redevelopment in the Old West Main Activity Center.



historical businesses and most significantly, overlooks one of the greatest views of the region. Its significance as a gateway into Downtown Red Wing pays tribute to why this corridor has been studied so extensively. The planning process has reinforced a number of ideas looked at in the past, and has unearthed a number of new ideas and principles.

- The development of a new public access street with pedestrian amenities to connect Old West Main Street to Levee Street at the Red Wing Depot.
- As redevelopment occurs, the development of a public pedestrian walkway along the terrace connecting the Red Wing Depot to the Pottery District.
- Seek opportunities to cross the railroad tracks with grade separation.
- Establish other public spaces at key locations along the pedestrian connection on the terrace.
- Mixed use development in this area should be a maximum of three to four stories so that views from the neighborhoods to the south are not blocked.
- Underground and centralized parking should be utilized as much as possible.

- Live/work concepts and incubator space for entrepreneurial start ups should be emphasized.
- Old West Main Street from Jackson Street to Withers Harbor Drive should be maintained on the current alignment with the potential to use the ROW with a different street configuration (narrow street and handle parking differently).
- Redevelopment should reflect the historic grid pattern of downtown and nearby neighborhoods.

► Anderson Center / Gateway

—*Jobs, Cultural Attraction, Institution*

The anchor of this activity center in western Red Wing is the Anderson Center, which establishes a character for this area focusing on the arts, cultural attractions, educational institutions and jobs. Although not the physical municipal limits for Red Wing, this node serves as a “gateway” to Red Wing. As such, the design of buildings and the orientation to Highway 61 should emphasize the character that is unique to Red Wing while promoting the cultural theme of the Anderson Center. Gateway features might include historic signage or public art features, natural landscape patterns, street lighting and banners along Highway 61 or a specific design theme development for architecture within the district. A conceptual sketch for future development

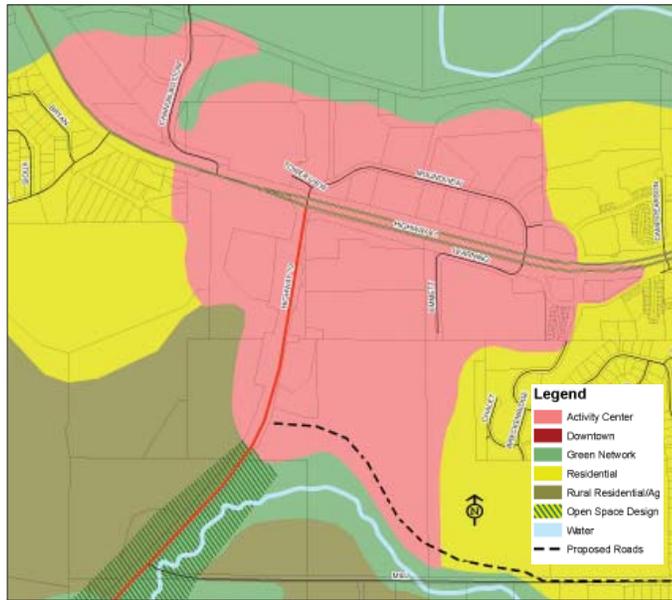
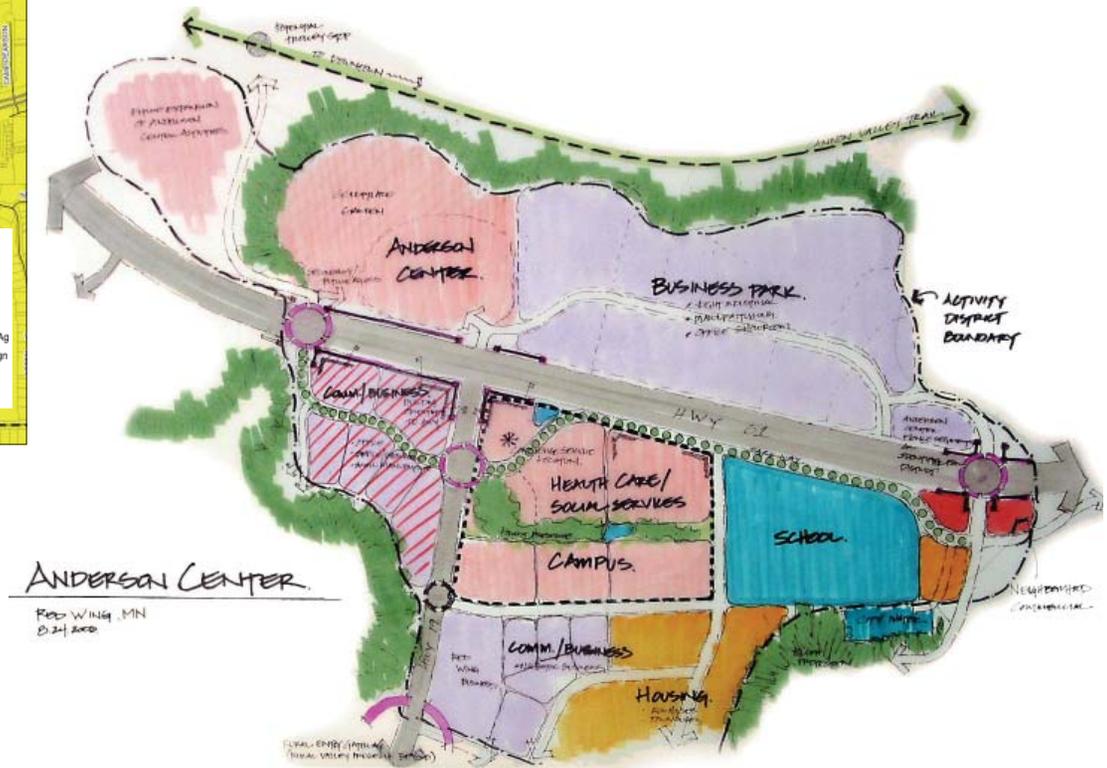


Figure 5-4. Anderson Activity Center

An example illustration of potential detailed land uses within the activity center at Highways 19 and 61. The goal of the activity center is to establish a land use pattern that offers opportunities for distinct uses within each quadrant; however, uses should be complimentary and supportive. For example, a business park might integrate a small service convenience store or concierge service to minimize the need to drive for basic services.

Activity Centers can carry a specific identity such as this one which serves as a “gateway” into the City of Red Wing. It also exemplifies Red Wing’s arts community as home to the Anderson Arts Center.



within the Anderson Activity Center is included in Figure 5-4 on page 5-8.

► Midtown

—Jobs and Retail Center

Midtown represents the center of large retail commercial uses in the city. This activity center is therefore characterized by jobs and retail shops and big box commercial development. New light industrial development and the recent development of the Fairview Clinic within the activity center shifts the character slightly away from retail by accommodating related jobs and business. However, the large character of the properties and buildings maintains the more intense nature of uses in this activity center. Midtown is the retail and employment center of the community outside of downtown. The development character of this “edge” area distinguishes it from downtown more so than the mix of uses. However, similar design policies can be encouraged to move the evolution of edge commercial areas towards Red Wing’s vision.

► Business Park

—Jobs, Retail and Manufacturing

The Red Wing Industrial Park has an established character that centers around jobs, retail and manufacturing. While the core emphasis is on employment centers, provision of retail services convenient to employment

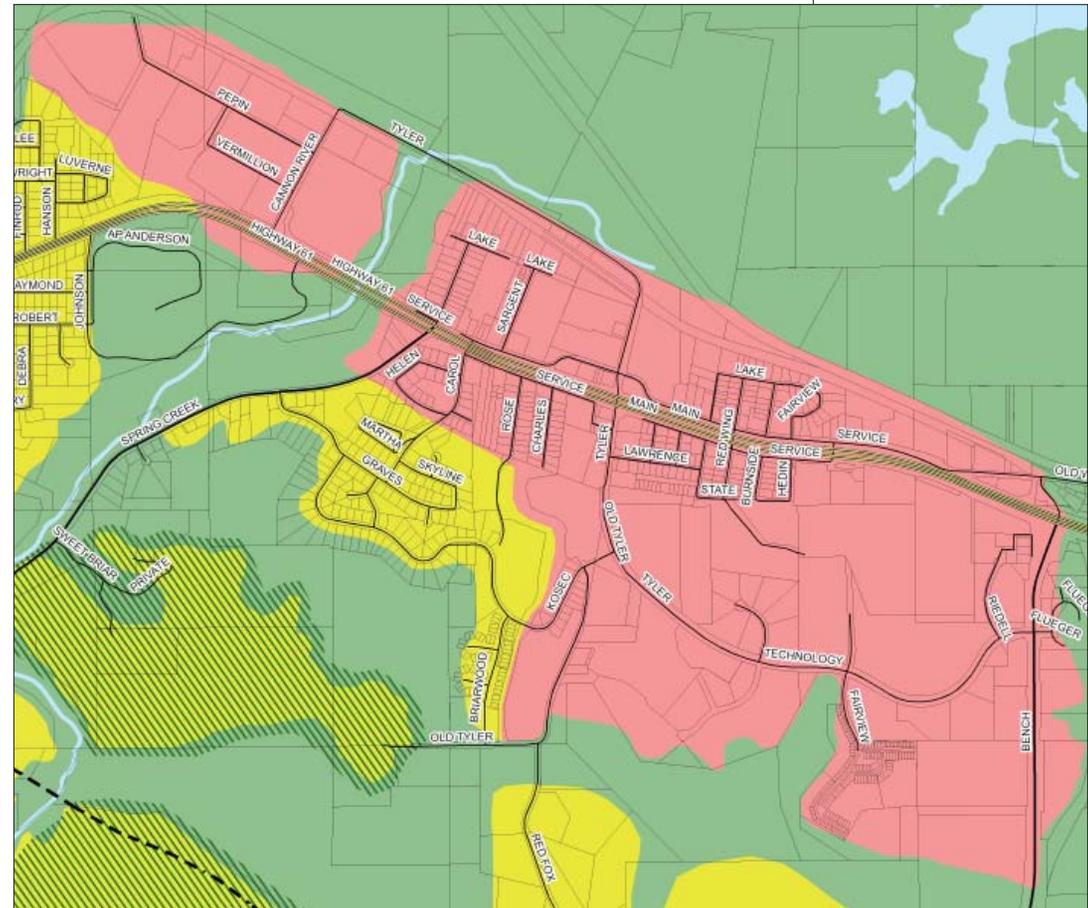


Figure 5-5. Midtown Center

The Midtown activity center primarily accommodates large retailers and commercial uses.



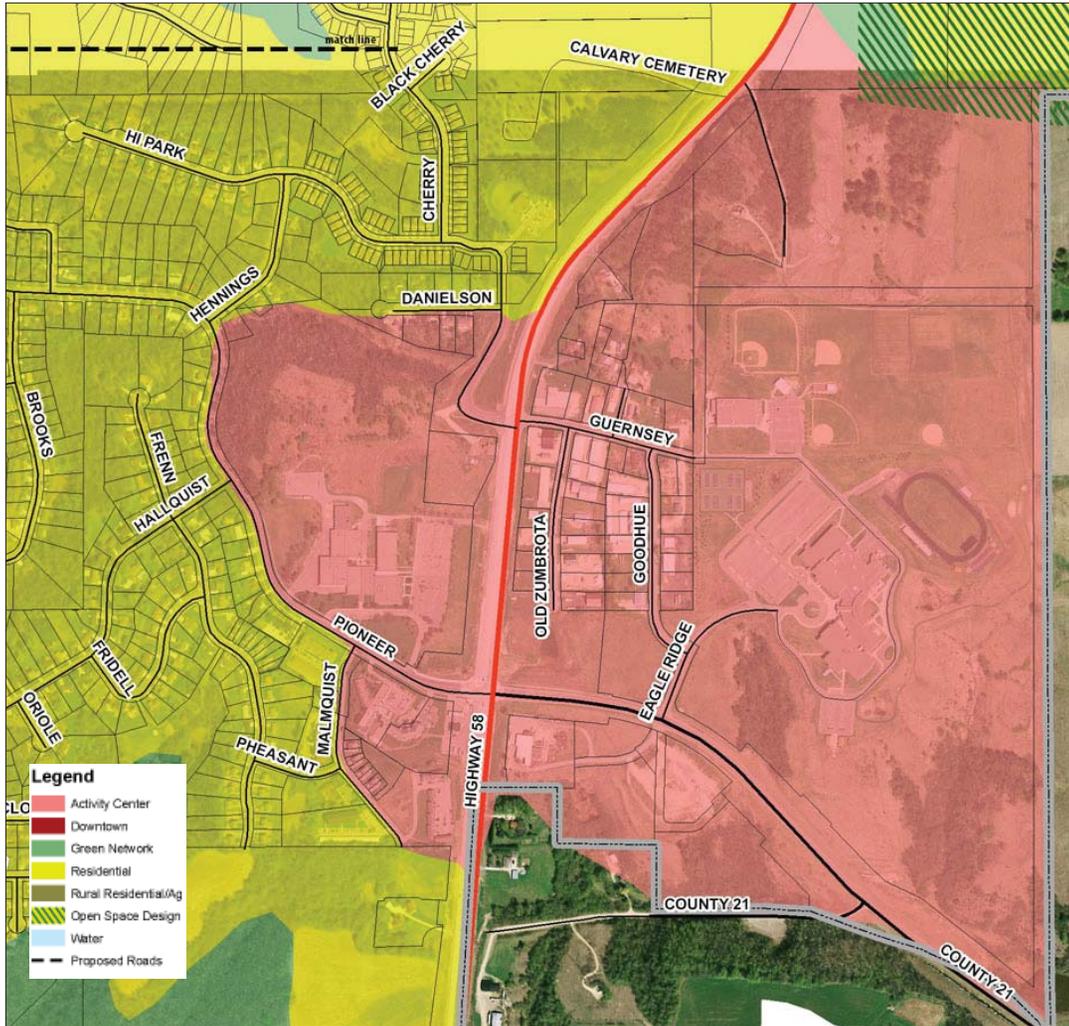


Figure 5-6.
Southtown Hi-Park Activity Center

concentrations is necessary to support a more livable work environment. Such an environment helps reduce unnecessary work day errand trips saving employees time, money and stress and reduces traffic congestion on local roads.

► **Southtown (Hi Park)**

— *Retail, Institutional, Housing*

The Southtown Activity Center sits in the southeast part of the city, bisected by Highway 58. Southtown is identified largely by its institutional uses (high school and technical college.) However, this activity center should focus as a retail convenience center for areas of Red Wing that are south of downtown and generally east of Twin Bluff Road. Commercial uses in this area are distinguished from other areas of the community in the sense that they may be more service oriented. The form of development in Southtown should be characterized by smaller footprints, generally less than 5,000 square feet or small stores in centers that total generally less than 50,000 square feet. Highway oriented retail and service commercial may also be supported in the Southtown center. The Hi-Park Village Master Plan (see Volume 2, Appendix F.1) calls for a range of housing densities. This area is included within the Southtown Activity center. As a possible new neighborhood, opportunity exists to establish a design character that will highlight

the Southtown center as the southern gateway into Red Wing.

► East End

—*Institutional, Retail*

This activity center sits isolated on the east side of Sorin's Bluff at the east edge of Red Wing, the character of which is largely influenced by the functioning and historic correctional facility. The area is also sandwiched between two significant community parks: Colvill park and Memorial Park. Some limited retail and service commercial uses exist today and are appropriate for future uses. This center serves as the eastern gateway

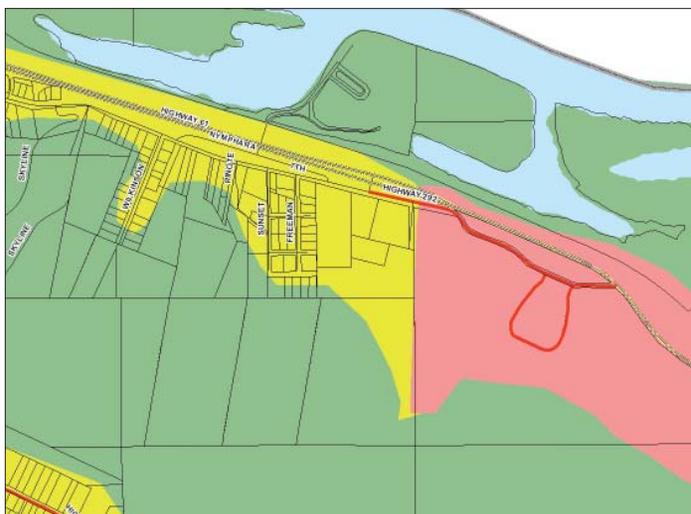


Figure 5-7. East End Activity Center

The East End activity center sits at the east edge of the city near Colvill Park and Sorin's Bluff.

into the City of Red Wing and should be a focus for public enhancements through signage or landscaping features.

► Prairie Island

—*Retail, Entertainment, Cultural, Residential, Employment and Natural Resource Preservation*

Prairie Island is a truly mixed-use entertainment center. It is governed by the Prairie Island Indian Community and has its own land use authority. This district is a north gateway to the City of Red Wing and as with other Activity Centers it should reflect a design character unique to Red Wing through signage and landscape features.

► Airport

—*Commercial/Industrial*

The Red Wing Airport is located across the river in Wisconsin. Uses within the Airport Activity Center principally support the airport use and conservation areas around the airport such that land use conflicts can be minimized or avoided. Other uses around the airport could include supportive commercial and industrial facilities that benefit or are benefited by air travel. A subsequent Airport Master Plan will provide additional analysis and an action plan to guide future airport investment and adjacent development.

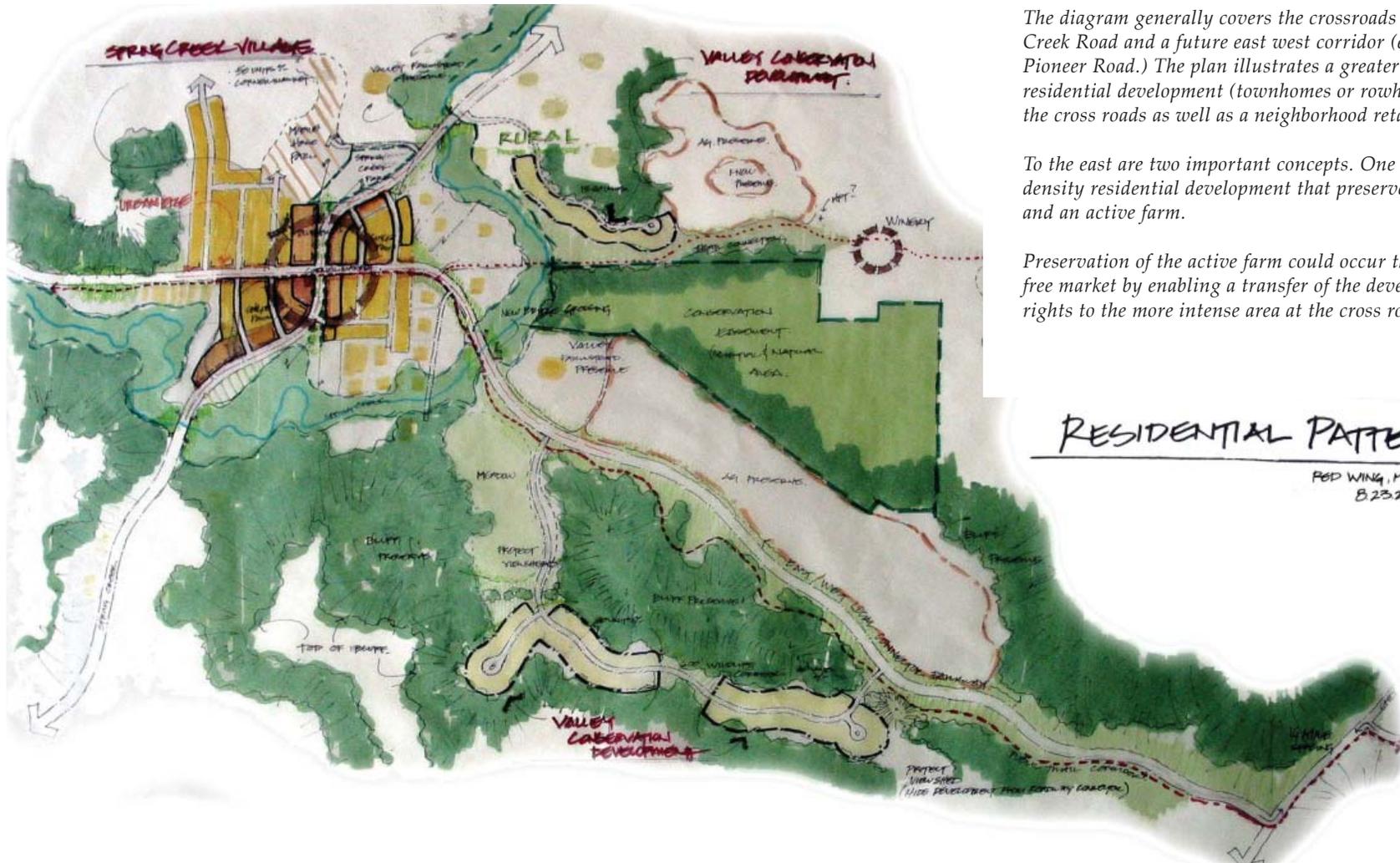


Figure 5-8. Example Residential Concept

This diagram represents a hypothetical development pattern illustrating the principles and character of Residential land use and Open Space Design overly.

The diagram generally covers the crossroads of Spring Creek Road and a future east west corridor (extension of Pioneer Road.) The plan illustrates a greater intensity of residential development (townhomes or rowhouses) near the cross roads as well as a neighborhood retail parcel.

To the east are two important concepts. One is a low density residential development that preserves open space and an active farm.

Preservation of the active farm could occur through the free market by enabling a transfer of the development rights to the more intense area at the cross roads.

RESIDENTIAL PATTERNS

POD WING, MN
8.23.2006

Residential Neighborhoods

The City of Red Wing takes pride in its quality residential neighborhoods. These neighborhoods are filled with a diverse set of housing options, meeting the needs of a wide range of residents of various ages and socio-economic situations. To continue to support development of the city's neighborhoods, it is important to focus policies on maintaining the type of character and community residents' value. These characteristics comprise what is critical to the success of Red Wing as a whole: livability.

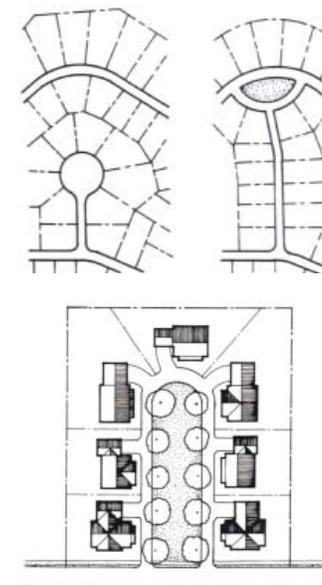
Residential neighborhoods are both new neighborhoods developing on raw land at the edge of the community and existing neighborhoods that are core to the historical identity of Red Wing. The policies and intent of this comprehensive plan are to influence a new design of emerging neighborhoods as they develop; and to influence improvements to existing neighborhoods over time as opportunity presents itself either through private reinvestments, redevelopment or public improvement projects. A key objective of the this plan is to provide a vision and community support for revitalization and reinvestment in existing older Red Wing neighborhoods with existing water, sewer, electric, and other utilities so that they are fully developed and don't sit half empty, while new infrastructure is constructed for new subdivisions on the edge of Red Wing. Focusing on older neighborhoods and utilizing existing infrastructure

systems first is ultimately a more affordable public investment and strategy.

Residential neighborhoods (whether older or newer) should support a mix of housing types that overall result in a range of densities with a higher average density of housing closer to the core activity center (6-14 units per acre) and a lower average density of development further from the core area (3 – 8 units per acre). Higher density developments should orient closer to transportation corridors, trails and sidewalks, parks and open spaces and neighborhood commercial nodes. Overall, the city should strive to achieve a balance of housing options.

Open Space Design Overlay

The open space design overlay is a land use pattern that overlays on residential neighborhoods. The intent of this land use pattern is to support a design pattern more sensitive to natural resources and rural character that is largely done through preserving open areas. The overlay would carry the same general land uses as residential neighborhoods but would also emphasize cultural uses such as living history farms, rural-theme or environmental-theme museums, nature centers, community gardens, orchards or other small scale agriculture oriented uses. The open space design overlay emphasizes a cluster housing technique and an overall lower density pattern than would traditionally be supported in the residential neighborhoods.



Examples of residential neighborhoods patterns.

The two diagrams above illustrate ways in which alternative designs for street connectivity can be accomplished. Illustrations from [Redesigning Cities](#) by Johnathan Barnett

Package plants (i.e., community systems) within the Open Space Overlay District can be managed by homeowner's associations. However, these systems should be designed with the least amount of environmental impact possible and prepared for eventual hook up to city systems. Package plants should be considered in situations with the following characteristics:

- Land areas that are isolated and located at the perimeter of the community.
- Topographic or other land features make for inefficient extension of municipal systems (long runs of sanitary sewer, inability to loop water main).
- Significant impacts to bluffs (top and toe) and water courses would occur with a more intense urban development pattern.
- The land area does not have a more appropriate land use pattern than a lower density rural pattern.

Settlement Pattern Policies

Policies are intended to provide concise statements of direction based on the dialogue contained within the plan. They are statements that strengthen decisions that must be made by elected and appointed city officials, city staff and the general community.

Downtown

Land Use / Design Character

1. Encourage rehabilitation/restoration of degraded historic properties, particularly those that have a scale appropriate to downtown (multi-story, half or full block developments).
2. Support infill and redevelopment on underutilized parcels that is consistent with historic character of downtown.
3. Encourage further development of higher density housing within the Downtown as a component of redevelopment and mixed use projects.
4. Encourage vertical mixed use projects with residential or office units above street level retail or cultural uses.
5. Require 75% or more first floor spaces that front on key downtown streets to be active uses (retail goods and services, entertainment, dining) which

maintain longer business day hours including weekends and evenings.

6. Allow for storekeeper or manager residential units to be located on non-street or alley side of first floor spaces on downtown streets, and built to meet all city building code requirements.
7. Avoid development of long stretches of blank, inactive building walls along streets by requiring:
 - a. Active window spaces that are not blocked by interior shelving, excessive advertising or walls. Windows should be functional and allow views into and out of the store front.
 - b. Primary store fronts and entrances should occur at least every 50 feet with entrances beginning at the corner of the block so stores wrap around a corner.
8. Encourage sidewalk retail and restaurants at appropriate locations within the core areas of downtown and allow for areas to be used as sidewalk cafes. This generally requires a wider sidewalk space to maintain a walkable space.
9. Buildings should possess components that offer protection to pedestrians, such as awnings and canopies, in order to encourage pedestrian activity along streets and offer shelter from Minnesota's sometimes harsh climate.



Images reflecting character of the Downtown Core areas.



Red Wing's proximity to the River and active railroads makes it a strong market for agricultural commodities. Grain elevators are a key identity feature of the community.

10. Pedestrian connections between the south side of Highway 61 and the riverfront should be a primary focus for reducing Highway 61 as a significant barrier to riverfront access.
11. Support traffic calming techniques to reduce speeds within Downtown and foster a more pedestrian friendly environment.
12. Support development of safe pedestrian connection between central Downtown and the riverfront.
13. Encourage future parking areas to be located within structured parking that is either underground or in the center of the block and shared with surrounding uses.
14. Parking in the downtown area should be accommodated on a "district" basis rather than on a site-by-site basis. Development projects that do not provide on site parking should contribute to district parking needs through other financial mechanisms.
15. Encourage regional transportation agencies (MnDOT and Goodhue County) to support a more pedestrian friendly roadway design on state and county highways that pierce downtown Red Wing.
16. Encourage vertical development forms (underground or decked parking and multi-story development) that minimize the size of a building footprint and maximize the efficiency of land use in Downtown, where land values are at a premium and the land resources are fixed.
17. Encourage and support use of green building techniques that minimize stormwater runoff (i.e. green roofs, incorporation of cisterns that store water for future landscaping needs or other mechanism.)
18. Think of scenic views and vistas as part of the site design process for downtown development. Views to consider include those from the project as well as those impacted by the project.
19. Encourage and support the use of quality, enduring building materials that pay tribute to the long lasting construction of historic Red Wing.
20. Encourage reuse of older historic buildings as destination oriented uses such as arts and culture, entertainment, and restaurants.
21. Support efforts to expand the downtown farmers market and senior center.

22. Enhance Central Park's role as an outdoor community gathering place and entertainment center.

Historic / Conservation Districts

23. Continue to support restoration and maintenance of historic buildings.
24. Require infill and redevelopment to maintain the historic integrity of Downtown.
25. Encourage the highest degree of design quality and maintenance for projects that receive public financial support.

Community Attractions

26. Continue to concentrate the location of city-wide community attractions, such as museums, arts and cultural attractions, entertainment venues, community events and gatherings/celebrations in Downtown.

Activity Centers

Land Use / Design Character

27. Establish a unique design character for each Activity Center to distinguish the arrival at each district.

28. Support streetscape and landscape enhancements to existing development and within existing public right-of-way within Activity Centers.

29. Require new development to implement urban design character and streetscape established for each Activity Center.

30. Support design that provides complementary transitions between commercial and residential uses.

31. Encourage street design that clearly identifies sidewalks and walkways for pedestrians, especially at street crossings.

32. Require redevelopment projects to illustrate pedestrian circulation systems in redevelopment proposals.

33. Where possible consolidate parking within activity center districts. Encourage the concept of "district parking" which allows for greater shared parking area and less overall parking surfaces. The concept of district parking may take a vertical form provided the development economics can support such a form.

34. Buildings should be arranged in clusters related to the street front and to the district parking.



Big box retail



Cultural attractions



Live work housing



Business and industry

-
35. Along major roadways, there should be room for landscaping and larger trees to reinforce the street edge.
 36. Sidewalks should be wide enough to accommodate two couples walking side by side without having to move aside—generally 6 feet.
 37. Room on sidewalks should be made to accommodate street furniture and utilities without obstructing the principle walk way—generally an additional 5 feet.
 38. Access to activity center nodes should encourage shared driveways off of arterial and collector roadways to minimize curb cuts which allows for smoother and safer traffic on the streets and also minimizes conflicts with the pedestrian way.
 39. Parking in the rear of buildings help promote a stronger presence of the commercial uses on primary streets.
 40. Significant landscaping features should be used to buffer parking areas from adjacent residential uses.
 41. Prominent landscaped walkways should connect adjacent uses to the activity center district
 42. An even more prominent system of sidewalks and trails should be emphasized within the activity center to encourage the concept of activity centers being “park once” districts.
 43. Buildings with upper story uses should be promoted as a more efficient and sustainable land use pattern that allows mixed uses and reinforces the notion of reducing runoff by reducing hard surface coverage.
 44. Encourage higher floor area ratios that promote a vertical building pattern and lessen the amount of hard surface coverage on a site. An FAR of .25 to .5 is encouraged.
- Historic Districts / Conservation*
45. Where Activity Centers are adjacent to or encompass sensitive landscapes, conservation easements should be established in order to limit affects of urban development on ecologically valuable areas.
 46. Where Activity Centers are adjacent to or encompass historically significant properties, buffers should be established to protect the historical integrity of the property.
 47. Redevelopment or infill development within Activity Centers located within identified historic districts should maintain the historic integrity of the district.

Residential Neighborhoods

Land Use / Design Character

48. The city should establish an incentives program to encourage maintenance and upkeep of existing residential properties.
49. Underutilized or blighted residential areas should be targeted for redevelopment that maintains historical integrity of the surrounding neighborhood.
50. Support accessory structures as living units on owner-occupied single family residential properties.
51. Neighborhood commercial nodes should be developed at key intersections to support surrounding adjacent residential areas.
52. New residential design patterns at the edge of the City should be designed to take advantage of mature landscape features such as ditches, hedge rows, bluffs, knolls, woodlots etc... which can serve as open space amenities or buffers.
53. New residential streets developed should be designed such that they terminate with a vista that establishes neighborhood identity and recognition (park, scenic view/overlook, church, school, historic home, natural open space).

54. With the exception of Prairie Island, residential development should be located south of the Canadian Pacific Railroad Corridor and prohibited north of the railroad tracts in order to ensure public safety and avoid residential development in the flood plain area.
55. Encourage unique alternatives to the use of cul-de-sac designs that seek to reduce pavement surfaces, provide greater amenities and facilitate more efficient city services such as snow plowing and street maintenance. (See sketches on page 5-11.)
56. New development in greenfield areas should only take place on land where development will cause the minimum of disturbance to the natural ecology and should be designed in harmony with its natural surroundings.
57. Use pedestrian ways (mid block) as a means to create unique living environments where street connectivity is challenging due to topographic constraints or where greenway connections/patches are sought.
58. Ensure sidewalks connect every new and existing residence (ultimately 100% connectivity) to regional sidewalks and trails, neighborhood



Example for Policy #51.



Example for Policy #53.

Images from Crossroads, Hamlet, Village, Town: Design Characteristics of Traditional Neighborhoods, Old and New by R. Arendt (2004).

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- parcs, schools, neighborhood commercial centers, employment hubs or other key destinations.
59. Encourage housing to front directly onto green spaces or parks rather than relegating park and open space to back yards.
 60. Front residential streets with the primary entrance to the residence, porches, stoops and windows and not excessive garage doors.
 61. Encourage park and open space nodes to be defined by public street ROW. Public streets fronting on parks and open space area spreads the economic benefit otherwise received by the few lots adjacent to the park or open space feature across an entire neighborhood and in some respects across the entire City.
 62. Public viewshed can be protected by arranging larger lots (10 acres) along the road occupying part of the desired green belt or green area that helps preserve “rural character.”
 63. Design of new subdivisions should take advantage of existing mature landscape features by preserving them and making them a key feature in the subdivisions design—fence rows, ditches/ravines, woodlots, farmsteads, steep slopes/bluffs.
 64. Neighborhood parkways provide a logical component of the greenway linking neighborhoods into a community wide trail network. Parkways can serve as a local park feature, and extension of the front yard, storm water management facilities and simply a neighborhood amenity.
 65. Find a way to have a neighborhood store located within close proximity (10 minute walk) to every residence within the community. Neighborhood stores should be located at crossroads of community collector or arterial streets with residential collector streets.
 66. Encourage and support the re-establishment of elementary schools within neighborhoods. Schools within neighborhoods should be planned as an integral part of the greenway network with shared open space and park systems. Schools should also be well served by residential collector roads, trails and sidewalks.
 67. Promote a balance of size and types of new housing units with a mix of single family attached, detached, multi-unit, owner-occupied townhome and condominium owned, rental and other housing opportunities.
 68. Provide ample opportunity for both owner occupied housing and rental housing.

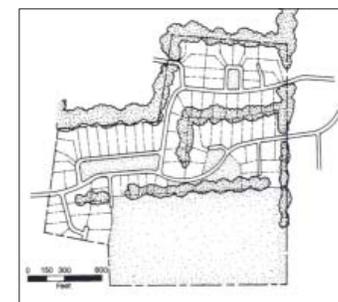
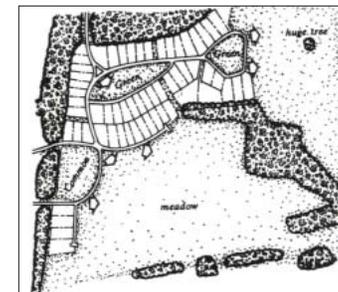
69. Ensure sufficient supply of affordable housing within the community balanced across various residential neighborhoods and activity centers and not isolated to a few small housing projects.

Historic Residential Districts

70. Encourage infill and redevelopment that maintains historic integrity of neighborhoods within an historic district.
- Block structure (380' X 380')
 - Street pattern (grid)
 - Building structure (architectural detail and character)
71. Encourage maintenance and upkeep of residential properties within historic districts by establishing incentive programs for owners.
72. Incorporate a diversity of smaller scale active and passive open space areas (pocket parks).
73. Encourage future historic resource surveys and the designation of additional historic and conservation districts.
74. Encourage historic design standards whenever city, state or federal funds are used in connection with a residential rehabilitation project.

Open Space District Overlay

75. Public views can be protected by arranging larger lots (10 acres) along the road occupying part of the desired view shed that helps preserve "rural character."
76. Provide a balance of size and types of new housing units with a mix of single family attached, detached, multi-unit, owner-occupied, townhome and condominium owned, rental, and other housing opportunities.
77. Preserve 50% of areas within the overlay as open space with priority given to rural view sheds, natural resources, historic farmsteads and higher quality agricultural lands.
78. Encourage and support alternative agricultural related uses (such as orchards, vegetable truck farming, tree farms) on areas preserved as open space through the subdivision process.
79. Package plants should be managed by a home owners association (HOA's) and agreements shall be put in place with the City to ensure long term maintenance and management.
80. Package plant systems shall be designed to have the ability to hook up to municipal system at some point in the future.



A development pattern implementing principles of open space design to preserve open fields, rural character and natural resources.

The two diagrams above illustrate ways in which alternative designs for street connectivity can be accomplished. Illustrations from Redesigning Cities by Johnathan Barnett



Red Wing's current policy for agriculture areas restricts the typical rural residential subdividing of land such as this subdivision in rural Iowa approximately 50 miles outside of Des Moines.

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81. Design and location of system will not have adverse environmental impacts.
 82. Bluff top situations should allow for broad setbacks from top of bluff and secondary system
 83. Valley situations should be analyzed for surface water and ground water flows and located appropriately.